

FACT SHEET

FINAL AMENDMENTS TO THE STANDARDS OF PERFORMANCE FOR STATIONARY COMPRESSION IGNITION AND SPARK IGNITION INTERNAL COMBUSTION ENGINES

ACTION

- On June 8, 2011, the Environmental Protection Agency (EPA) finalized amendments to the standards of performance, known as New Source Performance Standards (NSPS), for certain stationary diesel and gas-fired engines.
- The amendments address a settlement agreement with the American Petroleum Institute to limit operation and maintenance (O&M) requirements in the rule to emission related O&M, and to allow owners and operators to use and maintain their engines according to their own O&M practices, as long as they take additional steps to demonstrate compliance with the rule. EPA also agreed to clarify the provisions related to temporary replacement engines.
- Industrial facilities such as power plants and chemical and manufacturing plants use these engines to generate electricity for compressors and pumps. These engines are used in the oil and gas industry, both for production and transport by pipeline. These engines also are used in emergencies to produce electricity or to pump water for flood and fire control.
- This final rule revises emissions limits for nitrogen oxides (NO_x), particulate matter (PM), and hydrocarbons (HC) from large stationary diesel engines – specifically compression ignition engines with a displacement of 10 to 30 liters per cylinder – to the same stringent levels required by EPA’s regulations for similar size nonroad diesel engines used in marine applications.
- The final amendments also revise the standards for large stationary compression ignition engines with a displacement greater than 30 liters per cylinder in order to align them with standards for similar mobile source marine engines.
- This action also finalizes:
 - revisions to the standards for stationary engines located in areas of Alaska not accessible by the Federal Aid Highway System; and,
 - minor revisions to the standards of performance for new stationary spark ignition internal combustion engines to mirror certain revisions for compression ignition engines.

BENEFITS AND COSTS

- EPA estimates that only a few new engines each year will be subject to the revised emission limits. By 2030, there should be a significant turnover in the fleet of engines covered by this final rule. At that time, EPA estimates that the final standards would reduce emissions from these diesel engines by:
 - ◆ 1,100 tons per year (tpy) of NO_x,
 - ◆ 33 tpy of PM, and
 - ◆ 18 tpy of HC.
- These emissions reductions will reduce premature death, asthma, and work loss days. EPA did not calculate the extent of these reductions or the value of avoiding them for this rule.

- EPA estimates the total national capital cost for the final rule to be approximately \$235,000 in 2030, with a total national annual cost of \$711,000 in 2030. In the year 2018 when this rule would be fully implemented, EPA estimates the total national capital cost for the rule to be approximately \$236,000, with a total national annual cost of \$142,000. The annual cost includes control device operation and maintenance. EPA estimated the costs of this rule based on the value of a dollar in 2009.

BACKGROUND

- EPA's previous actions on stationary engines include: July 11, 2006 NSPS for stationary compression ignition internal combustion engines, and January 18, 2008 NSPS for stationary spark ignition internal combustion engines.

FOR MORE INFORMATION

- The final rule is posted at: <http://www.epa.gov/ttn/oarpg/new.html>.
- Today's final rule and other background information are also available either electronically at <http://www.regulations.gov>, EPA's electronic public docket and comment system, or in hardcopy at the EPA Docket Center's Public Reading Room.
 - The Public Reading Room is located in the EPA Headquarters Library, Room Number 3334 in the EPA West Building, located at 1301 Constitution Ave., NW, Washington, DC. Hours of operation are 8:30 a.m. to 4:30 p.m. eastern standard time, Monday through Friday, excluding Federal holidays.
 - Visitors are required to show photographic identification, pass through a metal detector, and sign the EPA visitor log. All visitor materials will be processed through an X-ray machine as well. Visitors will be provided a badge that must be visible at all times.
 - Materials for this action can be accessed using Docket ID No. EPA-HQ-OAR-2010-0295.
- For further information about the final action, contact Melanie King of EPA's Office of Air Quality Planning and Standards, Sector Policies and Programs Division, Energy Strategies Group at (919) 541-2469 or by e-mail at king.melanie@epa.gov.